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[a27-3]

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a716

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[a25]

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[a26]

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[a760]

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Hongkong, 4th January, 1912. [157]

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Hongkong, 1st September, 1910. [a39]

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Kowloon, 30th May, 1912. [a536]

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 31ST, 1912.

There seems little in the situation in China at the present moment to support the pessimistic prophecy that China as now constituted cannot exist, and that the outcome of popular dissatisfaction will be that a kingdom will be formed in North China, while the South will adhere to the republican principles already adopted. This prophecy is based on certain tendencies which are declared to be apparent to the most casual observer. It is alleged that the old-time jealousy and differences between the North and the South will not only persist but deepen. We are told that the North yearns for a king in the person of a descendant of the Miao monarchs or in the person of the descendant of CONFUCIUS. Some go so far as to declare that YUAN SHIH KAI himself is anxious to secure the purple. These are no new notions. It must be admitted that there is a royalist sentiment in China, but that is not surprising. The same thing is found in such an old established republic as France. In the much younger republic of Portugal the deposed House of Braganza has many adherents whose activities are a real source of anxiety to the Republican authorities. Yet no one seriously imagines that the France of to-day is ready to receive a monarch of its own, nor does anyone believe that the Iberian Republic is any less stable now that it was in the days of its inauguration, though, of course, one can never say what changes the future will bring forth there. As the Chinese have been ruled by kings and emperors for centuries, it need occasion little surprise if the feeling of veneration for the Throne should

persist to a considerable extent. In that respect Chinese would find themselves in the good company of sections of the people of France and sections of the people of Portugal. But it is safe to say that though China has, as it were, only just embraced the principles of republicanism and has not yet properly assimilated these principles, there is distinctly less likelihood of a reversion to monarchy in this great land than there was in France or Portugal at the same period of their republican history. The characteristic apathy which leads the masses of this country to accept existing conditions as a matter of course and which led them passively to acquiesce in the establishment of a republic proves that there is no ardent sentiment of loyalty to the deposed monarch or any other possible monarch dominating the people, and as the educated men of to-day are largely in favour of the new regime, in spite of whatever personal jealousies they may cherish, the possibilities of a return to the monarchical form of government are therefore very remote. China, indeed, was never more united than it is to-day under the provisional republican government with YUAN SHIH KAI as its President. The old-time jealousies, differences and prejudices which tended to keep separate the people of the different provinces still exist, but they have been worn down almost to extinction under the unifying influences at work prior to and during the revolution. Reformers hailed from every province. Heroes were not the monopoly of any province, and as the men in different parts of the Empire worked for a common cause, they have achieved a greater success than the more sanguine could have anticipated, and a national conception has been formed which should, in course of time, mould the heterogeneous peoples into a nation imbued with the common aim and love of the fatherland that are the characteristics of the other great countries of the world. This unity, with all its hopes for the future, is demonstrated by existing conditions. YUAN SHIH KAI is a Northerner. Yet he has the sympathy and support of the men from the South. Who are the chief men of his Government? They are nimble-witted and clever men from the Southern provinces. This combination of North and South—for YUAN SHIH KAI carries Northern opinion with him—is the best guarantee for the maintenance of peace and the solidarity of the Chinese people under the rainbow banner of the republic. It is easy to exaggerate the importance of provincial republican jealousies, but we believe that once the necessary foreign loan has been obtained and the republic recognised, China may be expected to surprise the world still more than she did at the revolution by the capable manner in which she proceeds to the task of setting her house in order—a big undertaking, and one fraught with innumerable difficulties,—an undertaking which should not be beyond the capacities of the men who brought the republic into being and who have steered the ship of State through stormy waters with undeniable success.

Several dead bodies were picked up in different parts of the Colony yesterday.

Six months' hard labour was the sentence imposed on two Chinese at the Magistracy yesterday, for returning from banishment.

A Chinese was yesterday admitted to the Tung Wah Hospital suffering from severe bruises, caused by his being knocked down by an earth truck.

A Chinese was yesterday taken to the Civil Hospital suffering from a stab in the groin, inflicted by a countryman. The stabbing occurred in Sanpan Street.

The Senate of the University of Cambridge has conferred the degree of Master of Arts on Mr. H. L. O. Garrett, a master at Queen's College (now on leave).

A Chinese boy informed the police yesterday that while walking in Chinese territory he was attacked by a number of men. He was shot in the back, though not seriously, and robbed of \$50.

At the Magistracy yesterday, before Mr. E. A. Irving, a woman was charged with being in unlawful possession of and attempting to sell a quantity of opium. On the first charge she was fined \$30, and on the second \$20 or two months.

Twenty-five Chinese were charged at the Magistracy yesterday with keeping a house in Cross Street, Wanchai, as an opium divan. One of the men was charged with being the keeper. Sergeant Gerrard, who prosecuted, said the keeper was a former opium divan keeper, and when the Ordinance abolishing divans came into operation he was compensated by the Government. He was told to discontinue keeping a divan, but had not obeyed the order. A fine of \$250 or three months' imprisonment was imposed, and the smokers were each fined \$2.

While on the way to the Tung Wah Hospital yesterday, a Chinese suddenly expired.

The hearing of the charges of intimidation against four Chinese revenue officers was concluded at the Magistracy yesterday, the defendants being discharged.

There is great activity at the Taikoo Dockyard in meeting the demand for lifeboats for steamers trading here. At present some fifty are under construction.

Yesterday was Decoration Day, the day on which Americans give special thought to the heroes who died in the military service of their country. The bluejackets from the *Wilmington* visited the cemetery at Happy Valley and placed wreaths upon the graves of American soldiers and sailors buried there, while the warships in the harbour fired minute guns at noon.

## ALLEGED OPIUM DEFICIENCY.

The case in which two partners in a firm of Chinese opium dealers were charged, on remand, with being deficient in a quantity of opium, and with having given false particulars when applying for the removal of the opium in question, was resumed at the Magistracy yesterday, before Mr. Irving. Mr. P. M. Hodgson, Assistant Crown Solicitor, appeared to prosecute, and Mr. Eldon Potter, instructed by Mr. Crew, of Messrs. Hastings and Hastings, for the defendants, only one of whom was present.

Inspector Wildon, recalled, said the tins in the box produced were those seized on the premises of the defendant, but they did not look like the tins which were originally in the box. The tins in the other cases were different kinds of opium. So far as he knew, packing was not used in order to keep the tins secure in the boxes.

Mr. Potter, addressing the bench, said the defendants were charged under section 87 that they gave false particulars; and that those false particulars were that when they applied for the removal of six chests of opium, it was found that two of the chests contained cod instead of opium. He submitted that section 87 did not contemplate any such case as the present, which was clearly covered by other sections of the Ordinance. The section in question really contemplated the act of a man who applied for opium, knowing there was a shortage. Under section 87, in order to convict either of the defendants, the Crown must prove a guilty knowledge of the false particulars. A foki who filled in particulars, knowing they were false, would be liable, although he was only a foki, and did not sign the particulars. It was impossible for the Crown to prove guilty knowledge in regard to Chang Wing, one of the defendants, because he was admittedly out of the Colony at the time the false particulars were given. It could also be proved that Chang Wing did not give the false particulars. Knowing, before he left, that dealings in opium would take place, he filled in a number of blank forms, without giving the particulars. On March 21st they applied for a permit to remove four chests of opium, in consequence of a request for delivery from the man who had already bought them as far back as January of this year. The whole facts of the case, Mr. Potter said, showed that the defendants acted *bona-fide* throughout, because they sold the opium and asked for permission to remove it, knowing that if they did not the purchaser would demand delivery of it.

The case was remanded.

## CORRESPONDENCE

## THE ROMAN CATHOLIC CHURCH AND CELIBACY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

HONGKONG, May 29th.  
DEAR SIR,—May I point out an inaccuracy in the article "The Portuguese Clergy" published in your issue of yesterday? You state that *The Times* correspondent at Lisbon said that the celibacy of the Roman Catholic clergy is a fundamental principle of their church. For all I know it is not even a Catholic discipline, but simply a *Latin* discipline. Even today the Roman Catholic clergy in the Orient marry with the full approbation of the Holy See. It is true that such marriages must precede ordination, and not follow it, but this restriction, besides being inconvenient, is without value in the eyes of sound reason and contradicts the principle that in the judgment of the Roman Church there is no real incompatibility between the two sacraments of holy orders and matrimony.—Yours, etc.,  
A STUDENT OF HISTORY.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## TRANSPORT WORKERS' STRIKE.

LONDON, May 30th.

Mr. Sydney Buxton, President of the Board of Trade, and the strikers had a conference at the Board of Trade Office, at which they discussed the preliminaries for Friday's conference. The men desired an assurance that every section of the employers would be represented and that any agreement would bind all transport employers.

A mass meeting attended by 15,000 was held at Tower Hill. Mr. Gosling, in addressing the meeting, said that Sir Edward Clarke decided that they were not entitled to refuse to work with a non-unionist, but this was what they were going to do. The carmen, who were the worst paid class in the community, were asking the Government for a minimum wage. They demanded a final settlement with machinery for adjusting future difficulties.

Some hundreds of non-unionists are unloading meat at the docks and conveying it to Smithfield. They have not been molested.

LATER.

The Shipowners' Federation have written to Mr. Buxton declining to attend to-morrow's conference, and declaring that they have loyally acted up to the agreement of last August, which the men have broken by the present strike.

The feeling at Covent Garden is more cheerful, and business is expected soon to be working smoothly.

Huge consignments of meat reached Smithfield yesterday from the docks and from Southampton, hundreds of tons in excess of the corresponding day last year. The prices of meat fell.

## THE DEFENCE CONFERENCE.

LONDON, May 30th.

Reuter's correspondent at Malta telegraphs that Lord Kitchener arrived. Mr. Asquith and Mr. Churchill arrived later.

LATER.

Reuter is informed that the reports attributing an international political character to the meeting between Lord Kitchener and Mr. Asquith and Mr. Churchill are wholly unfounded. It is known that Lord Kitchener is taking advantage of the Ministers' presence near Egypt to express to them his views on the situation in the Mediterranean, but greatly exaggerated inferences are drawn therefrom.

Reuter's correspondent at Malta telegraphs that Lord Kitchener, contrary to his original intention, will not visit Gibraltar. He is returning to Egypt on board the *s.s. Hampshire*, probably on June 2nd.

The *Times* in a special article points out that the British naval changes in the Mediterranean do not constitute an abandonment of the Mediterranean now or in the future, and prints extracts from Mr. Churchill's speeches of the 18th March and 15th May, remarking that in view of these it is difficult to understand how the idea that we are about to entrust our interests in the Mediterranean to anything but the British fleet can have obtained credence.

## AMERICAN PRESIDENTIAL ELECTION.

LONDON, May 30th.

Mr. Roosevelt has had the most sweeping victory of the campaign at New Jersey, where the returns indicate that he has won all the 28 Republican delegates.

## THE MALECKA CASE.

LONDON, May 30th.

Reuter learns that it is now officially known that Miss Malecka's sentence does not involve being sent to Siberia.

## NAVAL APPOINTMENT.

LONDON, May 30th.

The King has approved of the appointment of Admiral Roe as his first naval A.D.C. in succession to Admiral Beaumont.

[THROUGH REUTER'S AGENCY.]

## THE FRENCH IN MOROCCO.

SERIOUS SITUATION.

LONDON, May 30th.

The rumours yesterday regarding a wholesale massacre of Europeans at Fez are dispelled by a message from General Lyautey stating that on Monday following the night attack the Berbers returned to the walls of Fez and kept up an incessant firing, rendering it impossible to leave the town or mount the ramparts, but no attack was actually made on the town.

LATER.

The *Times* Tangier correspondent telegraphs that 20,000 rebels are besieging Fez, and that the French garrison, numbering 6,000, is in a grave position.

## THE ANGLO-FRENCH ENTENTE.

LONDON, May 30th.

The *Times* editorial on the recent discussions on the Anglo-French relations have had an excellent result in showing the strength of the cordiality and mutual regard of the nations. This very fact is a reason against the transformation into a formal alliance of the entente which has already been tested in an actual crisis and proved equal to the strain. The situation is certainly not one for pessimism. With the facts of the European and Imperial situation before them the discussions of the Ministers and Lord Kitchener at Malta is not likely to take a churlish turn.

## THE KING AT CHELSEA HOSPITAL.

LONDON, May 30th.

H.M. the King, inspected the Chelsea Pensioners yesterday. This is the first review of this body by a reigning sovereign since 1805.

The King visited the Hospital, but Sir George White, the Governor, was too ill to receive His Majesty.

## NEW P. &amp; O. STEAMERS.

LONDON, May 30th.

The P. and O. Line have ordered two steamers of the Ballarat class for their Australian service via the Cape.

## GENERAL BOOTH.

LONDON, May 30th.

The inflammation in General Booth's eye has spread and seriously jeopardises the sight. His general condition is good.

## HOME CRICKET.

LONDON, May 30th.

Somerset beat Gloucester by three wickets at Taunton.

In the match between Worcestershire and Warwickshire, played at Worcester, the latter won by 180 runs.

Leicestershire lost to Northants at Northampton by nine wickets.

The Hants v. Kent match at Southampton ended in a draw.

Essex won by an innings and 27 runs from Middlesex at Leyton.

Notts beat Surrey at Nottingham by nine wickets.

## WIRELESS IN THE DUTCH EAST INDIES.

There are at present four Government wireless stations in the Dutch East Indies. The most powerful one is at Sabang, a coaling station and a port of call for the Dutch mail steamers at the northern extremity of Sumatra. This station has a range of 1,000 miles, which brings it within reach of Colombo on the one hand, and Singapore on the other. The other three are at Sitobondo (Eastern Java), Balikpapan (Borneo), and Timor Keapang (the capital at Dutch Timor); while a fifth station is in course of erection at Amboina, in the Molucca Islands. All these establishments have a range of 500 miles, and are inter-connecting; but, as far as Australia is concerned, not one of the stations will be powerful enough to communicate with the proposed one at Thursday Island, the distance from Amboina, the nearest Dutch Station, being quite 1,000 miles. Should it, however, be decided to erect wireless at Port Darwin, then communication could easily be effected with Timor Keapang, which is only about 300 miles distant. Several of the numerous Island steamers of the Royal Packet Steam Navigation Company are now fitted with the wireless installation, the value of which, especially in the outlying parts of the Archipelago, can hardly be over-estimated. The two new steamers, which the same company is now building for its Java-Australian line, and which are to be delivered at the end of this year, will also carry wireless. The system adopted by the Royal Packet Steam Navigation Company is Marconi, although the Dutch Government stations are on the Telefunken system.

## THE NEW COMMODORE AT HONGKONG.

The *Naval and Military Record* gives the following particulars of the career of Capt. Robert Hamilton Anstruther, C.M.G., who has been appointed Commodore Second Class and Naval Officer in Charge at Hongkong in succession to Capt. Eyres, who will be fifty in June next:—As a midshipman he served on the Mediterranean Station in the *Téméraire*, January, 1878, and the *Superb*, March, 1881, and as a sub-lieutenant in the *Champion*, on the China Station, September, 1883. He was promoted to lieutenant in June, 1885, and served in the *Phaeton*, on particular service and in the Mediterranean, from April, 1886, to July, 1893.—He collaborated with Capt. Setenbrini, of the Royal Italian Navy, in the production of an Italian-English nautical phrase book in 1893. In October of that year he was appointed to the *Active*, flying the broad pennant of Commodore R. H. Harris, commanding the Training Squadron. He was then first lieutenant successively of the *Ruby*, April, 1894, and of the *Champion*, October, 1895, both in the Training Squadron, and at the end of 1897 was advanced to commander. In this rank he served in the *Diadem*, in the Channel Squadron, July to October, 1898; the *Edgar* on particular service, February, 1900; in command of the *Cockatrice*, attached to the Mediterranean station for service on the Danube, January, 1901; and in command of the *Hearty*, engaged on fishery protection duties under the admiral commanding the squadron and reserves, July 1902. He was promoted captain in June, 1904, and after completing a war course and passing as an interpreter in German, October, 1905, was appointed to command the *Nirius*, in reserve at Devonport. In April, 1906, he was commissioned the *Brilliant*, for service on the North American and West Indies station, where he remained until March, 1908. He received the C.M.G., in June, 1907, for service on the Newfoundland fisheries. In 1908 he was studying at the Royal Naval War College again, and in October of that year was appointed to command the *Cesar* in the Home fleet at the Nore. Since then he has been in command of the battleship *Cornwallis* in the Mediterranean, August, 1910, to April, 1912.

## THE OPIUM AGREEMENT.

In the House of Commons on May 29th Sir J. D. Rees (Nottingham, E. Opp.) asked the Under-Secretary for India what reasons the Government had for confidence that with the restoration of order in China the Chinese Government would be able speedily to secure compliance in the provinces with the reciprocal stipulations of the opium agreement; whether such compliance was founded on any, and if so, on what, official or other reports; whether the restoration of order in the provinces was yet in sight; and whether the loss of revenue and probable need for additional taxation are already threatening the Indian taxpayer. Mr. Montagu (Cambridge, Chesterton).—The restoration of order in China implies that the central Government would then be in a position to enforce its will in the provinces and secure the observance of international engagements. To uphold such engagements is the declared policy of the new Government. The Secretary of State cannot forecast the course of events in China, and can only deal with the existing situation. The Indian Government continues to realize for its opium prices considerably in excess of its estimates, and has provided for the expenditure of the present year without additional taxation.

## BIG LINERS.

The advance in the character of the modern Atlantic liner is well illustrated by the following table, which summarises the progress of the past twenty-two years:

Ship	Built	Tonnage
Taonic	1890	9,084
Campania	1893	12,500
Kaiser Wilhelm der	1897	14,350
Grosse	1898	17,274
Oceanic	1903	19,361
Kaiser Wilhelm II.	1903	13,750
La Provence	1906	19,400
Kronprinzessin Cecilie	1907	24,540
Adriatic	1907	31,638
Mauretania	1911	45,000
Olympic	1912	46,000
Titanic	1912	52,000
La France	1912	23,000

We have a growth in the period named from the liner of less than 10,000 tons to the liner of 40,000 tons and in length from the vessel of 505 ft. to the vessel of 350 ft. Speed has gone up from twenty-one knots to twenty-six, and come down again in the "Olympic" and the "Titanic" to twenty-one or twenty-two. It looks as if, unless there is some great revolution in marine engineering, we are not likely to see the high speed of the "Mauretania" and the "Lusitania" emulated by other boats.

It is worth noting that during the score and more of years to which the table refers the steady advance indicated has been accompanied by no single catastrophe. This is surely the best answer to the suggestion that there is "mad competition" in speed, and that it is time to call a halt in the construction of big ships. The more rational view seems to be that the modern Atlantic liner has heretofore been exceptionally fortunate in its avoidance of ice-bergs, of the danger of collision with which we have now a truly awful lesson. There will naturally be a good deal of sympathy with the various suggestions which have been made with a view to the minimising of this risk, and if shipbuilders cannot give us an unsinkable ship, as seems very doubtful, it is just possible that they may see their way to offer additional protection against a contingency which obviously demands special consideration.

## MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

**THE PLAGUE HOSPITAL NURSING STAFF.**  
The plague hospital has been opened and a few cases have been received into it. When we see that the Canossian Sisters are giving their services as nurses at the hospital free, it must bring the blush of shame to the cheeks of those who treated these inoffensive ladies so cruelly in November, 1910. Nursing in a plague hospital is not attractive even when good pay is offered, and it is extremely fortunate that the Canossian Sisters have remained here to offer their services.

## "CONSIGNEE LETTERS."

The Postmaster-General has been directing his attention to the "consignee letters" which the Macao steamers have been accustomed to carry. One day last week all such letters were confiscated by the Postmaster, and the complainant was fined \$5. The action of the Postmaster caused considerable delay in the delivery of cargo. Now it seems that a postal official, armed with a cancelling chop, is to attend at the wharves daily on the arrival of the steamers from Hongkong for the purpose of cancelling the stamps on the covers. Surely if the Post Office undertakes to do this, they should also undertake the prompt delivery of the letters, and not throw back that responsibility on to the ship's commanders. This meddling interference with a long established custom causes great annoyance in trade circles.

## THE NEW CHIEF JUSTICE.

It is stated that Sr. Americo de Souza has been appointed Chief Justice of the Colony, and is on his way out.

TE. ACTING GOVERNOR.

Senor Miranda, who will act as Governor during the absence on leave of Sr. Machado, is expected in the middle of June.

## INDEX TO THE REVISED EDITION OF THE COLONY'S LAWS.

The Chronological Table and Index to the Ordinances of the Colony from 1841 to 1911, compiled by Sir Francis Piggott, for Volume I and II of his revised edition of the Ordinances is now published. It will be readily understood that it is by no means an easy task to compile a full and satisfactory index to the whole range of the Colonial statutes, which cover a period of 67 years, but Sir Francis Piggott has done this very desirable work with a thoroughness and ability which will earn the gratitude not only of the legal profession but also of all laymen who may have occasion to refer to the Colonial law on any subject whatever. As an instance of the copiousness of the index we may mention that under the heading "Companies" four pages of references to provisions in the company law of the Colony are given. By the aid of this index one may readily turn to the law upon any particular point, without having to waste time searching so to speak, for the needle in the bundle of hay. The Table and Index make a volume of over 270 pages.

## MEDICAL SERVICE ON SHIPS.

RECOGNISED FEES TO SUPERSEDE GRATUITIES.

It is satisfactory to note, says *The Hospital*, that there is every possibility that the ship surgeon is at last getting that justice of treatment which he has vainly asked for during the past century. Some of the great passenger-carrying lines have now adopted the principle of allowing the surgeon in charge of a ship to demand payment for his services from first-class passengers. When it is remembered that a large steamship carries hundreds of passengers, every one of whom has the right—or has hitherto had the right—of demanding free treatment and advice from the ship's doctor, it will easily be understood how revolutionary the new regime promises to be. In the past the ship's doctor has had to work his hardest on board those ships, although his rate of payment was no greater than that granted to surgeons staffing smaller boats where the service was much less onerous. The greater part of such work has been done gratuitously. Where a passenger belonging to the rare genus of the grateful patient so cordially appreciated the care and attention paid to him on the voyage as to testify his gratitude in a practical shape, that testimony has always been in the nature of a "tip," a form of remuneration common enough, as the butler in one of Mr. Shaw's plays remarks, but one which is particularly unsuitable for medical work. It is therefore not to be wondered that the impression has arisen that the ship's doctor, as a class, does inferior work as compared with his colleague, the private practitioner, on land. Nothing can be further from the truth than this supposition.

A fine of \$500 was imposed on a Chinese at the Magistracy yesterday for being in possession of lottery tickets with the intention of selling them.

## NOTE AND NEWS.

A BAPTISTAL CHANT.

A Wilkesden curate, having discovered, after conducting many baptismal services, that babies invariably cry in major thirds or diminished sevenths, has set a Penitential Psalm to a chant-tune, the melody of which consists entirely of these intervals.

**THE SUSPENDED PURSE AND THE BIG MUFF.**  
The *Sunday Call* suggests that the year 1912 will go down to history as the year of the suspended purse and the big muff. The muff, it seems, is the terror of the department store management and the purse is the confirmed sorrow of the shopper. For the first is the weapon of the shoplifter and the second is the prey of the pickpocket.

**THE ELECTRIC LIGHTING OF DELHI.**  
The Indian Government have granted a concession for the utilisation of the Upper Jumna in the generation of electricity for lighting Delhi. The site of the proposed works is a strip of the river about twelve miles long some 180 miles above Delhi. The first installation is to be of 5,300 kwt., but this can ultimately be increased to 18,000 kwt. The transmission line will be 140 miles long and have a maximum height of 3,000 ft. above sea-level.

**FRANCE AND THE TOTALISATOR.**  
In reply to the written question for M. Leroy-Beaulieu, Deputy of Montpellier, the Ministry of Finance has published the amounts of the tax on the totalisator and on games of chance. A 15 per cent. tax on games of chance from November 1st, 1910, to December 31st, 1911, realised £284,162 in the Mother Country and £4,920 in Algeria. A 1 per cent. deduction on the totalisators brought in £149,816 last year in France and £20 in Algeria. A further deduction on the totalisator receipts, which is devoted to charitable purposes, amounted to £299,608.

**THE WAITER'S NAPKIN.**  
The *British Medical Journal* makes this statement regarding the napkin of the waiter:—"We have seen this soiled piece of napery used by a waiter—in the intervals of serving his customers—quite in artfully, whether it was to dust his trousers, or his boots, or even to wipe his perspiring forehead, and on more than one occasion to wipe his nose! A moment later he is perhaps rubbing the plate of a patron with this same napkin, which, when not being employed in any of the multifarious duties outlined above, is generally reposing in orthodox fashion in the armpit of a dusty and probably grimy evening coat."

**A PARADOX AND ITS EXPLANATION.**  
A correspondent sends to the *Glasgow Herald* a paradoxical problem which he believes originally appeared in Plesse's "Chemical, Natural, and Physical Magic," published some 50 years ago. Two persons were born at the same place, at the same moment of time. Fifty years after, they both died, also at the same spot, and at the same instant; yet one had lived 100 days more than the other. The possible solution turns on a curious but very obvious point in circumnavigation. A person going round the world towards the west loses a day; going towards the east he gains one. Suppose, then, two persons born together at the Cape of Good Hope, whence a voyage round the world may be performed in a year: if one performs this constantly towards the west, in 50 years he will be 50 days behind the stationary inhabitants; and if the other sail equally towards the east, he will be 50 days in advance of them. One, therefore, will have seen 100 days more than the other.

**A MARONIC SENSATION.**  
The declaration that the initiation into Freemasonry of Jack Johnson, the world's champion pugilist, is null and void, has been followed by equally drastic action with regard to the initiating Lodge. The Lodge at which the famous pugilist was initiated was the Forfar and Kincardine Lodge of Dundee. The circumstances surrounding the initiation of Johnson were recently investigated by a committee, and, as a result of their report, the Grand Lodge at Edinburgh annulled the proceedings at the meeting at which Johnson was admitted. During the past week the Grand Committee has been sitting in Edinburgh to consider what disciplinary steps should be taken. The Master and three Past Masters of the Dundee Lodge, accompanied by a legal representative, appeared before the Grand Committee. The solicitor presented a statement in explanation and extension. The Grand Committee finally decided that the Lodge shall be suspended till November, 1915, that the Master be suspended for two years, and each of the three Past Masters for one year. This judgment will come before the Grand Lodge at Edinburgh for ratification. It may be recalled that Johnson's initiation in October last was the occasion of quite a demonstration. Johnson arrived early in the morning from Newcastle, and, as he was desirous of returning to fulfil a musical engagement the same night, the meeting of the Lodge, which had been summoned for noon, was accelerated by a couple of hours, initiation of the champion being made by special messengers.

## WHITE STAR LINE ORDERS COLLAPSIBLE BOATS.

The White Star Line have ordered the earliest possible despatch of a large number of the Danish inventor, Captain Engelhardt's, collapsible boats. These craft can carry from thirty to sixty persons, and are 25 ft. long by 9 ft. wide. They need only very small space, and can be drawn together like umbrellas. Captain Engelhardt's boats are known and recognised by the British naval authorities. Danish experts state that eighty of Engelhardt's boats could have been placed in various spots on the *Titanic's* gigantic decks without any inconvenience, and that this would mean lifeboat accommodation for more than 4,000 people.

## STRIKES AND LOCK-OUTS.

RECORDS ESTABLISHED IN PAST YEAR.

DISPUTES OF TRANSPORT WORKERS.

According to the ninth report of proceedings under the Conciliation (Trade Disputes) Act, 1896, which has just been issued by the Board of Trade, the number of workpeople involved in disputes causing a stoppage of work in 1911 was the highest in any year since statistics of trade disputes have been recorded by the department. There were ninety-two cases in which action was taken under the Act, and fifty-seven of these involved stoppage of work, these numbers being considerably greater than in any previous year since the Act came into force. The following table shows the number of cases dealt with in each successive year:

Year.	Total	Involving stoppage of work.	Not involving stoppage of work.
1896	11	9	2
1897	37	23	14
1898	12	8	4
1899	11	5	6
1900	21	13	8
1901	33	20	13
1902	21	10	11
1903	17	8	9
1904	12	4	8
1905	14	3	11
1906	20	8	12
1907	28	15	13
1908	69	24	45
1909	57	24	33
1910	67	27	40
1911	92	57	35

Total ..... 524 ..... 258 ..... 266  
Of the 92 cases dealt with last year, 13 arose in building trades, 10 in the metal, engineering, and shipbuilding trades, 4 in the mining and quarrying industries, 8 in the boot and shoe trade, 21 in transport trades, and 9 in textile trades. During the whole period since the Act came into operation the cases dealt with have been distributed among the various trades as follows:—Building trades, 49; metal, engineering, and shipbuilding trades, 90; mining and quarrying industries, 53; boot and shoe trade, 50; transport trades, 48; textile trades, 87; printing trades, 19; all other trades, 64. The fifty-seven cases which involved a stoppage of work last year effected in the aggregate nearly 555,000 workpeople.

The most important disputes in which action was taken by the department were the general strike of seamen, dockers, and other transport workers, which commenced in June, the strike of dockers and other transport workers in London in August, the national strike of railwaymen, also in August, and the lockout of cotton operatives in North and North-East Lancashire in December.

Transport trades constitute the industry in which the largest number of cases occurred during the year, twenty-one cases affecting workpeople employed in those trades being dealt with, as compared with three in the previous year and twenty-seven in the whole of the period 1896-1910. In eighteen of these cases a stoppage of work occurred estimated to have involved in the aggregate nearly 345,000 workpeople. The cases affected all branches of the transport trade and occurred in all parts of the country. In twelve of the cases the department took action on its own initiative, no application being received from the parties.

Among the nineteen disputes in the metal, engineering, and shipbuilding trades there were twelve which involved a stoppage of work affecting 10,000 people, and 190,000 workmen were affected by the strikes in the textile trade, the most important of which was the lockout of cotton operatives in North and North-East Lancashire in December.

With regard to the Industrial Council, which was established last autumn, with Sir George Askwith as chairman, the report reminds us that the Chief Industrial Commissioner's Department was at the same time established. Sir George Askwith being the Chief Commissioner, and that the existing Board of Trade powers of conciliation and arbitration are now exercised through this department. A committee of four members of the Industrial Council was appointed to act with the chairman, and this committee on a number of occasions last year met representatives of parties in dispute, and made proposals with a view to bringing about a settlement.

## THE CHINESE LOAN.

A PROSPECT OF IMMENSE DANGERS.

The *Pail Mall Gazette* of the 3rd inst. says:—

Sir Edward Grey's statements yesterday on the subject of Chinese loans are hardly satisfactory. It is technically true that the loan negotiations entail no pecuniary liability upon the British Government. The actual fact is that they impose enormous liabilities upon the people of this country, who are not lucky enough to get a five per cent. return. Sir Edward Grey says that our own and other Governments will require adequate guarantees for the useful expenditure of the loans, and security for the repayment of principal and interest. Once the banks have got their "rake-offs," it will really be nobody's business to see how the money is spent. When China fails to meet her liabilities, as assuredly she will if she contracts huge new loans, the foreign Governments will have to intervene. That opens up a prospect of immense dangers. We shall have done good to China, we shall have imperilled our money, and we shall have lost our trade. It was a bad day for British interests in the Far East when the Foreign Office became a West End branch of financial syndicates.

## CHINA'S FINANCIAL DEADLOCK.

DETAILS OF THE BELGIAN LOAN DIFFICULTY.

The *Times* correspondent at Peking sent to his journal a full statement regarding the financial deadlock in China. It was not, however, published in *The Times* until the 26th inst., and as it is the most ample and most lucid statement yet published on the subject, we have pleasure in reproducing it.

The deadlock between the Government and the Four Nations Banks (the Hongkong and Shanghai Banking Corporation, the Banque de l'Indo-Chine, the Deutsche Asiatische Bank, and the American Group) continues, and China's financial needs become daily more pressing. As our readers no doubt know, the deadlock has been brought about by the action of China in signing on March 14 a loan contract with an Anglo-Belgian syndicate without reference to the Four Nations Banks, who claim that the loan was an infringement of rights previously accorded to them. They have accordingly presented through their Ministers a formal protest against the loan and pending settlement, have suspended negotiations. The loan contract to which they take exception is for £1,000,000, to be followed subsequently by a still larger loan, amounting in all to £10,000,000, and it is, as regards the earlier amount, secured upon the income and property of the Peking-Kalgan Railway. It was signed by the President himself, and is in English, the foreign signatories being the Agent of the Banque Sino-Belge and the English representative of the Eastern Banking Corporation. On March 23 the four Ministers concerned together waited upon the President, and handed him an *aide-memoire* reciting their reasons for supporting the Banks in protesting against the injustice that had been done them. It is much to be regretted that one of the first acts done by the President since his inauguration should have involved a protest from four of the chief Powers. No blame, however, is attached to the President. Responsibility for the transaction lies with the Prime Minister, Mr. Tang Shao-yi. All documents referred to in the memorandum were written in English, and the President does not know English. In affixing his signature he was acting on the advice of his Prime Minister, who is a finished English scholar. In the lengthy document submitted by the four Ministers the case of the Four Banks is lucidly and cogently stated. No charge of bad faith is brought, but it is clearly shown that a blunder has been committed which ought to be rectified.

## NEGOTIATIONS WITH THE FOUR BANKS.

Until Yuan Shih-kai's election as President was confirmed, on February 15, by the Assembly in Nanking, there were two Governments in China, and strict neutrality required that no foreign financial assistance should be given to either Government. After February 15th there was no longer need to enforce this restriction, and accordingly the President then lost no time in seeking from the Four Nations Banks the financial help which his country, disorganized by the revolution, so urgently needed during its period of reorganization. Mr. Chou Tzu-chi, Acting Minister of Finance, an official who enjoys equal esteem among Chinese and foreigners, opened the negotiations on behalf of China. In conference with the Four Banks he stated that during the period of reorganization 6,400,000 taels per month would be required, and that an additional 7,000,000 taels were urgently needed for the use of the authorities at Nanking. On February 26 Mr. Tang Shao-yi arrived in Peking and took charge of the negotiations. On February 27 he notified the Banks that 2,000,000 taels were required immediately and urgently for Nanking, and for the month of March Nanking would require an additional 5,000,000 taels. For the same month Peking would require 3,000,000 taels, making in all 10,000,000 taels. Further, that the Government would require loans or advances of 6,400,000 taels for each of the months up to and including August, one half the amount to be used in Peking and the other half down South. Mr. Tang Shao-yi further said that by July the Government would be ready to negotiate a comprehensive loan of £20,000,000, the advances which he now solicited being defrayed out of its proceeds. Sterling Treasury Bills were to be issued, to be secured as a secondary charge upon the Salt Gabelle. Pursuant to his request the Banks on Friday, February 28th, paid the 2,000,000 taels to the Nanking authorities.

On February 28th mutiny broke out in Peking, the riot continuing until the evening of Saturday, March 2nd. Reports of the disturbances telegraphed throughout the world seriously impaired the credit of China in the world's money markets. On March 2nd, Mr. Chou Tzu-chi, on behalf of the President, wrote to the four Banks, asking them to advance to China the sum of 1,015,000 taels wherewith to pay the Chinese Legations and Consulates abroad, and provide half a month's pay for the Manchurian Chinese troops. Mr. Chou Tzu-chi stated that in the present disturbed condition of affairs the President fully understood that they would require to consult with their respective Ministers before making the advance, and he asked them to do this as quickly as possible.

On March 6th a favourable reply was sent to the President. On that day an exchange of Notes took place between the Four Banks and the President. In the communication from the Banks it was stated that "it is understood and agreed that the Banks shall have a firm option to provide the further monthly requirements of the Chinese Government for the months of March, April, May, June, and possibly July and August, and that in consideration of the assistance thus rendered to China in the present emergency and of their services in supporting her credit in foreign markets, the Chinese Government is to assure to the Banks the firm option of providing the larger loan of £20,000,000 previously proposed to them, provided their terms are equally advantageous to those otherwise obtainable." In his reply the President said in writing:—"I hereby confirm the arrangements and conditions above stated, and request you to proceed

immediately in accordance therewith." On March 9th, then, the bankers paid over to the Chinese Government the equivalent of 1,015,000 taels, as requested by the Acting Minister of Finance on March 2nd.

## THE ANGLO-BELGIAN LOAN CONTRACT.

Further advances were asked for, and authority was given by their principals in Europe to the Banks to make these advances, including the payment of 1,000,000 taels immediately to Wuchang. Notice of such authorization was given to Mr. Tang Shao-yi on March 14th, and this is the reason of the protest of the Banks, Mr. Tang Shao-yi, without disclosing anything of the negotiations to the Four Nations Banks, signed a contract with the Anglo-Belgian Syndicate for a loan of £1,000,000 as an advance upon a much larger loan to be negotiated later. The Four Banks considered this action to be a violation of the letter and spirit of the agreement entered into with them by the President on March 9th, whereby they had been given the firm option to finance the further requirements of the Government up to and including August.

The Four Banks now contend that the communication of March 9th amounted to a contract whereby they were given the firm and exclusive option to furnish all the monthly requirements of the Government up to and including August, that good faith to the bankers required that when they were solicited to advance large sums of money, which they subsequently did advance to the Chinese Government, they should have been fully informed as to all other contracts for the borrowing of other large sums of money from other banks or persons whereby the debt of the Government would be increased and the value of the securities of the Government in the markets of the world materially depreciated; and that the suppression of such a material fact as the negotiations with the Anglo-Belgian group was a grave injustice calculated to destroy confidence and to justify the Four Banks in demanding the immediate return of the moneys which they had previously advanced.

I understand that the English and French Ministers will submit a further protest against the Anglo-Belgian Loan, on the ground that the terms of its security infringe the terms of Article 5 of the Anglo-French Peking-Hankow £5,000,000 Railway Redemption Loan of October 8th, 1909.

## THE LASCAR SEAMAN.

The statement published by the P. & O. Company this morning (says the *Pail Mall Gazette* of the 10th inst.) conveys incidentally a salutary warning to those who are now discussing Lascars sailors in terms of contemptuous abuse. It will be well if the public is slow to pass sweeping condemnation on the basis of a single recent occurrence. All men praise the splendid Native Army of India, and British troops are glad to be brigaded with crack native regiments. The genuine Lascars of Western India are hereditary sailors, just as Rajputs and Sikhs are hereditary soldiers. They are born to the sea. They manned the fine Indian Navy, which was most unwisely abolished in the fifties, and its chronicles are full of examples of their valour and fearlessness. Whatever may have happened of late, it is quite certain that these men, as a class, have not deteriorated. Are we to ask India to help us to fight our battles, and yet call its sailors cowards afloat? That was not the spirit of the King's advice to this country on his return in February. Let us be chary in denunciation until the facts are more clearly known.

In the House of Commons on the 9th inst., Sir J. D. Ross asked the President of the Board of Trade whether there was any guarantee that lascars engaged on British ships really belonged to Asiatic marine seafaring races, castes, and tribes, and did not include coolies, ex-sepoys, and others unaccustomed to the sea; whether such recruitment was under any supervision on the part of the Government of India; and, if not, whether, in order to ensure, as far as may be, the safety of passengers on British ships any supervision was contemplated.

Mr. Buxton—The engagement in India of lascars as seamen on board British ships is allowed by section 125 of the Merchant Shipping Act, 1894. I am informed by the India Office that such seamen sign an agreement in a form sanctioned by the India Government. The men are recruited in India through the agency of persons licensed by the Indian Government; and the engagement takes place under the supervision of an officer appointed under the Indian Merchant Shipping Act. I am not aware that there is any guarantee of the nature indicated by the hon. member, but a large proportion of lascars are hereditary sailors.

## THE SILVER MARKET.

The following extracts are taken from Messrs. Samuel Montagu & Co.'s bullion circular of May 9th:—

The undertone of the Silver Market continues good. The inquiry has been mainly on account of Indian speculators. In London also a certain amount of speculative buying is manifested at any considerable set-back, and subsequent profit taking has hitherto checked quotations from advancing much beyond \$80.

We learn, unofficially, the following three items of news:—The silver production of the Cobalt district in Canada for 1911 shows an increased value of about 6 per cent. over that for 1910, but that it is very improbable that a higher level of prices could lead to any material increase in the output.

The production in Mexico for last year was four million ounces less than that of 1910; this is not surprising when the civil war and incidental unrest is remembered. The world's production for the last four years is as follows:—1908, 203,186,370oz.; 1909, 211,215,633oz.; 1910, 222,979,363oz.; 1911, 223,766,117oz.

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BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES



in testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

CLARK & Co. SCIENTIFIC OPTICIANS YORK BUILDINGS, CHATER RD HONGKONG

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS, 95, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12.

## NEW ADVERTISEMENTS

## BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 3rd June, 1912, being the BIRTHDAY of H.M. KING GEORGE V. [71]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

## HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 3rd June, 1912, being the BIRTHDAY of H.M. KING GEORGE V. By Order, A. R. LOWE, Secretary. [72]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

## HOLIDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 3rd June, 1912, being the BIRTHDAY of H.M. KING GEORGE V. By Order, A. R. LOWE, Secretary. [73]

Hongkong, 31st May, 1912.

BACON THOMAS, alias PATON, last heard of in Singapore about 1902, will hear of something to his advantage if he will communicate with the Undersigned. A SUITABLE REWARD will be given to any person giving information as to his present address or date and place of his last visit. CALTHROP & LEFOLD HARVEY, Solicitors, Spalding, England. [74]

## BUILDING SITE FOR SALE.

MOUNT GOUGH ROAD AT THE PEAK.

A SITE already formed—about 20500 feet, 15 minutes from Tram Station, practically on the level the whole way. No Crown rent. Unique opportunity for acquiring a cheap site. Apply to—LEIGH & ORANGE, Princes' Building, Hongkong, 31st May, 1912. [75]

## HOUSE TO LET.

Furnished or Unfurnished.

NO. 37, FRENCH CONCESSION, Shamien, Canton. From 1st July to 30th September, 1912. Apply—G. DES GARETS D'ARS, Care of JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1912. [76]

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"DILWABA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No. 21st Tonnage has been effected.

Bills of Lading will be counter-signed by the Undersigned.

DAVID BASSOON & Co., Ltd., Agents. Hongkong, 30th May, 1912. [769]

UNION INSURANCE SOCIETY OF CANTON, LTD.

## NOTICE.

THE CERTIFICATE for 5 Shares, \$100 paid up, numbered 8776 to 8780, standing in the Register in the name of NGUAN HENG JOO, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the 23rd day of July next, a New Certificate for the said Shares will be issued and the old Certificate will thereupon be held by the Society as null and void.

By Order of the Board of Directors, A. B. ROUSE, Acting Secretary. Hongkong, 20th May, 1912. [724]

CANTON INSURANCE OFFICE, LTD.

## NOTICE.

NOTICE IS HEREBY GIVEN that SCRIIP CERTIFICATE with respect to 10 Shares numbered 5451/5460 in the above-named Office, standing in the name of Mr. RUTUNNE SORABJIE of Bombay, has been LOST, and should the same not be produced before the 12th June a New SCRIIP CERTIFICATE will be issued to the said Mr. RUTUNNE SORABJIE, and no transaction taking place under the old Scrip Certificate will be recognised by the Office.

JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 28th May, 1912. [766]

## CANTON INSURANCE OFFICE, LTD.

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JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 28th May, 1912. [766]

## CANTON INSURANCE OFFICE, LTD.

## ENTERTAINMENTS

## VICTORIA THEATRE.

Two Performances: 7.15 P.M.—PICTURES ONLY—7.15 P.M. 9.15 P.M.—FULL PROGRAMME—9.15 P.M.

TO-NIGHT! TO-NIGHT!

The Greatest Dramatic Picture ever produced and the most expensive one on the market. ANOTHER SURPRISE FOR ANOTHER WEEK-END. "LADY OF THE CAMELIAS,"

In which the Leading Part is played by the Great and Popular Artist, SARAH BERNHARDT.

FOR A FEW NIGHTS ONLY. Come Early.

SAM GALE AND SADIE, In New Songs and Dances.

THE BRENNANS. Entire Change. Hongkong, 31st May, 1912. [58]

SCENIC RAILWAY

At the OLD LAND OFFICE in Queen's Road (opposite the foot of D'Aguiar Street).

NEW PICTURES EVERY SATURDAY.

The New HYDRAULIC SCREEN renders the scenes so perfectly that passengers may go ROUND THE GLOBE with all the thrill and excitement of a railway and steamer journey in the record time of HALF AN HOUR.

TIME TABLE.

EVERY DAY: TRAINS at 2 P.M. and every half hour till 10.30 P.M., except 5.00 and 5.30 P.M.

Fare 20 cents.

Children under 12 years of age half fare.

THE COOLEST SHOW IN THE EAST!

ICED AIR PROVIDED.

Hongkong, 15th May, 1912. [671]

BIJOU SCENIC THEATRE.

FLOWER STREET.

SATURDAY, 1st JUNE, 1912.

LAST NIGHT OF THE PRESENT SEASON.

CLOSING DURING THE SUMMER MONTHS.

OPENING SATURDAY, 23rd SEPTEMBER, 1912,

with all NEW ARTISTS AND PICTURES.

Lessee and Manager: R. H. STEPHENSON. Hongkong, 29th May, 1912. [647]

INTIMATIONS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 1st day of JUNE, 1912, at 12.15 P.M. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1911.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 28th May, to SATURDAY, the 1st June, 1912, both days inclusive, during which period no Transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 23rd May, 1912. [698]

NOTICE OF REMOVAL.

THE OFFICES of THE SUN LIFE ASSURANCE COMPANY OF CANADA are now LOCATED on the FIRST FLOOR of the NEW POWELL BUILDING, No. 12, DES VOUX ROAD CENTRAL.

Hongkong, 23rd May, 1912. [749]

NOTICE.

MAN HING CHEUNG & Co., MANUFACTURERS AND EXPORTERS OF HIGH-CLASS RATTAN AND SEAGRASS FURNITURE, BAMBOO BLINDS, MATTING, &c., &c., BEG to inform their Customers and the General Public that they have now REMOVED to No. 16, QUEEN'S ROAD CENTRAL, where they have a large Stock of Chairs, &c., &c., &c. Prices Reasonable. Inspection Cordially Invited. Orders Promptly executed. Hongkong, 17th May, 1912. [721]

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NOTICE.

## L.A.N.E., C.R.A.W.F.O.R.D. &amp; C.O.

Telephone 97.

JUST RECEIVED

## NEW STOCK

OF

## CANDLE and ELECTRIC LIGHT SHADES

IN THE LATEST

## ART DESIGNS and COLOURS

FOR

## PIANO and TABLE DECORATION.

## FANCY CUSHIONS

AND

## CUSHION CASES

IN

## LINEN, CRASH, MUSLIN, etc.

ALL

## WASHABLE MATERIALS.

INSPECTION INVITED.

## L.A.N.E., C.R.A.W.F.O.R.D. &amp; C.O.

[51]

## WANTED

## WANTED.

EXPERIENCED BOOKKEEPER for the end of the year by German Firm. First Class References Required.

Apply—"BOOKKEEPER," Care of "Daily Press" Office, Hongkong, 18th May, 1912. [722]

## WANTED AT ONCE.

EXPERIENCED SHIPPING CLERK.

Apply—"A. B. E.," Care of "Daily Press" Office, Hongkong, 17th May, 1912. [720]

## AUCTION

## PUBLIC AUCTION.

THE Undersigned has received instructions from B. A. HALE, Esq., to sell by Public Auction, On TUESDAY, the 4th June, 1912, commencing at 2.45 P.M., at "Woburn," No. 81, The Peak, THE WHOLE of HIS VALUABLE HOUSEHOLD FURNITURE, comprising—

TEAK EXTENSION DINING TABLE, SIDEBOARD, DINETTE WAGON and FINE CHAIRS, UPHOLSTERED RUBY CHAIRS, GLASS and CROCKERY WARE, BRASS VASES, ORNAMENTS and PICTURES, &c., &c.

Double and Single WARDROBES with Mirrors, MARBLE-TOP WASHSTANDS, TOILET TABLES, OVERMANTLES, TEA and OCCASIONAL TABLES, BOOKCASES, CARPETS, RUGS, CURTAINS, &c., &c.

BATH ROOM and PANTRY requisites. A few pieces of CANTON BLACKWOOD WARE, and

1 COTTAGE PIANO, by the Robinson Piano Co. On View from SUNDAY, the 2nd June, 1912. Catalogues will be issued. Terms:—Cash on delivery. GEO. P. LAMBERT, Auctioneer. Hongkong, 25th May, 1912. [751]

## FOR SALE

## LOSS OF WEIGHT IN MALARIA.

HOW DOCTORS ARE WORKING TO RESTORE IT.

The loss of body weight is one of the most noticeable of the direct consequences of Malaria. Obviously, therefore, it is one of those most distressing to the patient as well as to his friends, for it interferes in a marked manner with his appearance. From every point of view it is of the greatest importance that the weight which has been lost should be restored with the utmost rapidity. This is, necessarily, under ordinary conditions, a difficult thing to do, for the causes which have reduced the patient's digestive strength have likewise reduced his digestive powers, and weight can be acquired only through the digestive system.

This diagram shows the extraordinary way in which Sanatogen enables those who have lost weight to recover it.

The smaller figure represents the average increase in weight made by eight patients who were fed at a hospital on the most restorative and weight-producing foods known to the authorities.

The larger figure represents the average increase in weight of the patients treated with the same food to which Sanatogen had been added. It will be noticed that their weight increased about five times as much in the same time.

Happily, as every doctor knows, when the acute stage of the fever is over, a ready means of restoring this weight is at hand by the use of Sanatogen. It does not matter whether the sufferer is an adult or a child, the effect of Sanatogen in such conditions is invariably so rapid that it seems to act like a charm. This is due to its composition—the body-building part of pure cow's milk chemically combined with that salt of phosphorus which is found in the brain and nervous system. The use of Sanatogen tones and revitalises every organ of the body and, as it were, makes the feeble, flickering flame of life burn vigorously and strongly, so that the feeling of weakness which is so marked a characteristic of the sufferer from malaria rapidly vanishes. Sanatogen's power of increasing weight is strikingly shown in a case quoted by *The General Practitioner*: "A woman 5 ft. 7 in. height had dwindled to 7 st. 11 lbs. She was ordered two teaspoonfuls of Sanatogen thrice daily. At the end of a week she had gained 1 lb. 3 ozs., and at the end of three weeks she had increased 7 lbs. in weight."

Write for a copy of a most interesting booklet "The Art of Living," by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to A. WELSH & CO., Kiu-kiang Road, Shanghai. Sanatogen can be obtained at all Chemists.

## When "Only Middling"

your health is very far from satisfactory. The slightest knowledge of pathological science is sufficient to inform you how precarious is the condition of the person who is "only middling." The power of disease-resistance is practically nil, and an ordinary atmospheric change or dietary irregularity may lay you up for weeks.

## Take

care therefore that you possess nothing less than vigorous, robust health. Just as nothing succeeds like Success so there is no better guarantee of sustained health than never to let yourself run down. Consequently if you are not feeling up to the mark get yourself up to tip-top condition at once, by taking a few doses of

## BEECHAM'S PILLS.

Specialty suitable for Females of all ages.

## CHAPOTEAU'S MORRHUOL



Superior to Emulsions or Cod Liver Oil. Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil. Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules. Sold by all Chemists.

## DISASTROUS TIME AT LLOYD'S.

HEAVIEST FOUR MONTHS EVER KNOWN.

The losses of Lloyd's and the marine insurance companies this year, says the *Post* and *Mail Gazette*, are already the heaviest that have been known since the business of covering ships against loss or damage began in a Tower-street coffee-house nearly two centuries and a half ago. And, as several vessels are hopelessly overdue, it is feared that the liabilities of underwriters for the past four months will be still further increased. It is, indeed, estimated that at present they cannot be far short of £5,000,000.

During the first quarter of the year no fewer than 88 vessels, with a gross register of 500 tons and upwards, were totally lost, while in the same period the total and partial losses were 1,918, collisions being responsible for 577, strandings for 518, and weather damage for 498. The total estimated loss occasioned by the more important casualties was:—

January	£242,500
February	457,000
March	698,500

excluding, however, the sinking of the P. & O. liner *Oceanic*, whose hull was uninsured, except in the company's accounts, though specie to the value of £400,000 and cargo insured for £100,000 have yet to be recovered. The *bullion* may be ultimately brought to land, but the salvage of the latter is impossible.

STRIKING LIST. In order to show that the losses were not confined to any particular route, the following cases may be cited:—

*Bayardo* (s), of 3,471 tons gross, owned by Messrs. Thomas Wilson, Sons, & Co., Hull, wrecked in the Humber, valued with cargo at £87,000

*Thistleroy* (s), of 4,027 tons gross, owned by Messrs. Allan, Black & Co., Sunderland, wrecked at Cape Lookout, Carolina, insured for 100,000

*Calderon* (s), of 4,083 tons gross, owned by Messrs. Liverpool & Holt, Liverpool, collided with another vessel in the Mersey and became total wreck, valued at 65,000

*Canole* (s), of 3,409 tons gross, owned by Messrs. W. Thomas, Sons, & Co., Liverpool, abandoned on fire off Cape Henry, valued with cargo at 76,000

*Foley* (s), of 4,274 tons gross, owned by Messrs. Houlder, Middleton & Co., London, wrecked on Sir John Narborough Island, insured for 107,000

*Zinnia* (s), of 3,042 tons gross, owned by Messrs. I. Robinson & Sons, North Shields, destroyed by fire off Cape Comorin, valued at 37,000

*Wendur* (s), of 2,040 tons gross, owned by Messrs. A. Mackay & Co., Glasgow, wrecked off Land's End, insured for 33,000

This month (April) there have been several exceptionally serious casualties, but, naturally, everything of the kind has been eclipsed by the sinking of the White Star liner *Titanic*, while on her maiden voyage from Southampton to New York. The sacrifice of life involved in this deplorable calamity has, of course, eclipsed its financial side, but, nevertheless, the pecuniary loss has affected many interests.

THE "TITANIC." So far as the marine insurance market is concerned, it is at present impossible to state definitely the amount of liability incurred. The hull of the ill-fated ship was insured for £750,000, or about half the cost, but there is only too good reason to believe that the general cargo and passengers' effects represent a value of £1,500,000. Nothing can be known, however, until all the declarations are made, and, in this connection, a good deal depends upon what may have been saved by those who were fortunate enough to get on board the *Carpathia*. For instance, three pearl necklaces were covered to the extent of £140,000, and although the owner escaped the fate of the majority it is not yet certain that she wore the jewellery at the time.

A direct result of the disaster has been a general stiffening of premiums, particularly on vessels of the liner class, but in many cases the increase will not take effect until current contracts expire. To the credit of underwriters it has, however, to be said that, notwithstanding the recent heavy calls upon their resources all the ascertainable claims are being promptly paid.

## SHANGHAI ELECTRIC CONSTRUCTION COMPANY.

The report of the Shanghai Electric Construction Company for the year to December 31st states that the accounts show a profit of £14,139, as compared with £7,484 for 1910, and the total standing to the credit of profit and loss at the end of the year, including the balance brought forward, was £20,774. The sum of £7,473 has been written off general expenditure during construction, £10,000 has been transferred to reserve for renewals, and £3,301 carried forward. Substantial progress has again been made in the number of passengers carried, the traffic receipts per car mile, the gross earnings, and the net operating receipts. This improvement has been obtained by continuing the policy of popularizing the trams by means of more attractive short-distance fares. The percentage of loss by exchange on subsidiary coinage was on the average somewhat lower in 1911 than in 1910, but has recently shown a tendency to increase. The loss under this head for the year was £15,478, equivalent to over 42 per cent. on the capital of the company. It is added that the 30 trailers referred to in the last report were in use for a considerable portion of the year with satisfactory results. The capital expenditure for the year, amounting to £211,527, which was mainly in respect of the additional rolling stock and the wayside car shed required for its accommodation, has been met out of revenue.

## WM. POWELL, LTD.

Gentlemen's Outfitters.

## The "HUSSAR" Collar

PERFECT FITTING.

FOUR FOLD,

HAND DRESSED.

\$5.00 Per Dozen.

WE STOCK THIS COLLAR IN ALL DEPTHS.

Sizes 13½ to 19

Wm. Powell, Ltd.

[636]

## GARNER, QUELCH &amp; Co., WINE MERCHANTS.

DES VŒUX ROAD CENTRAL.

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS

AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of

World-wide reputation.

[128]



## NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD &amp; Co., and from ALL WINE MERCHANTS.

[62]

NO GUILT NO FICTION! NO SUFFERING NEED NO REMEDY. THERAPION No.1 Cures all kinds of skin diseases, eruptions, itching, etc. THERAPION No.2 Cures blood poisoning, bad legs, ulcers, sores, painful swollen joints, etc. when medicinal treatment fails. THERAPION No.3 Cures chronic rheumatism, joint stiffness, etc. THERAPION No.4 Cures all kinds of neuralgia, sciatica, etc. THERAPION No.5 Cures all kinds of indigestion, flatulence, etc. THERAPION No.6 Cures all kinds of constipation, etc. THERAPION No.7 Cures all kinds of headache, etc. THERAPION No.8 Cures all kinds of nervous debility, etc. THERAPION No.9 Cures all kinds of general weakness, etc. THERAPION No.10 Cures all kinds of chronic diseases, etc.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OFFICES A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERSEAS TRADE REPORT. Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

## NOTICES TO CONSIGNEES

FROM EUROPE.

## THE H.A.L. Steamship

"ALEXIA." Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 4th June, at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings Cargo: Ex ss. "Werner" from Norrköping. Ex ss. "Walgas" from Göteborg. Ex ss. "Kurt" from Stettin. Ex ss. "Franziska" from Stettin. Ex ss. "Norge" from Göteborg.

HAMBURG-AMERICA LINE, Hongkong Office. Hongkong, 29th May, 1912. [767]

## NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"DEFFLINGER," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 5th June, at 9.30 A.M.

All Claims must reach us before the 12th June, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

This Steamer brings Cargo: Ex ss. "Dandolo" from Venice. Ex ss. "G. Wurmman" from Africa. NORDDEUTSCHER LLOYD, MELBOURNE & Co., General Agents.

Hongkong, 29th May, 1912. [6]

## NEW VICTOR RECORDS

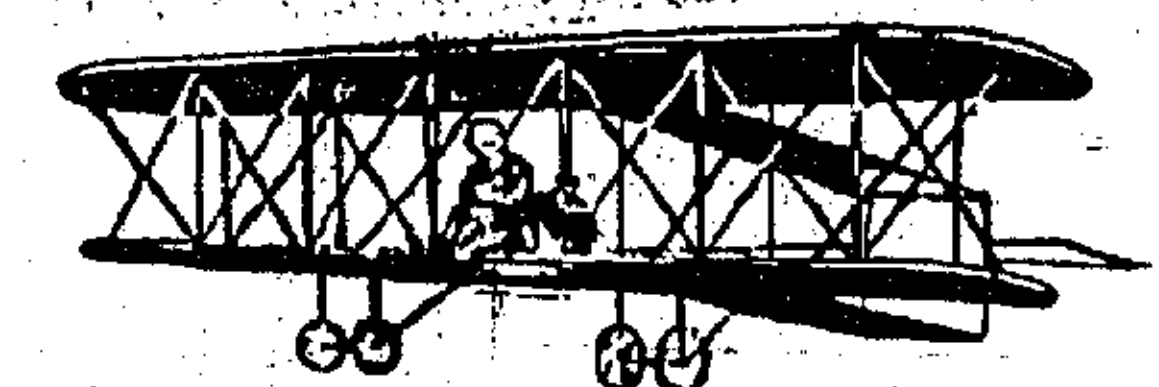
\$1.20 EACH.

## ROBINSON PIANO Co., Ltd.

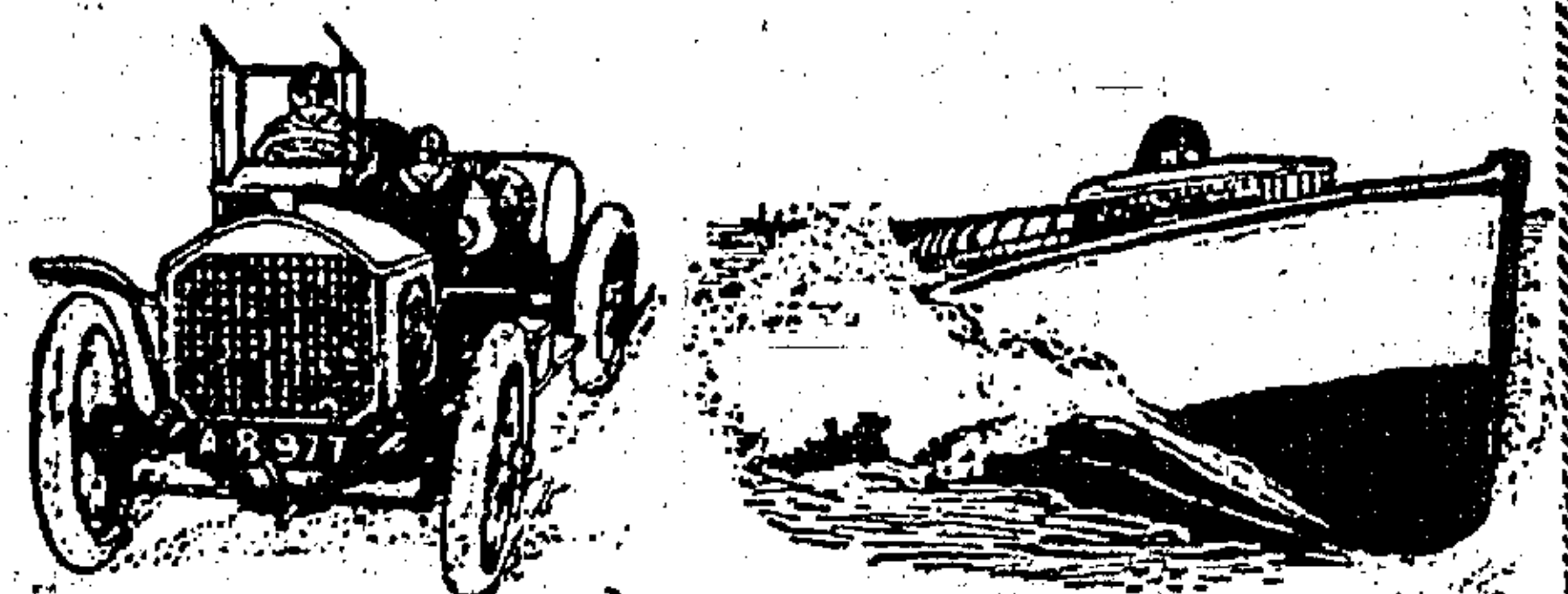
THOUSANDS TO SELECT FROM.

PARCELS ON APPROVAL.

[94-5]



IN CIRCUMBIENT ETHER



ON ROAD OR OCEAN SWELL YOU CAN BET YOUR BOTTOM DOLLAR

"SHELL" "SHELL" "SHELL"

EFFICIENCY WITH ECONOMY

ITS PERFECT PURITY—THAT'S THE POINT

THE MOTOR SPIRIT

## THE ASIATIC PETROLEUM Co., Ltd.

[736]

## NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES

S.S. "TENYO MARU."

FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on MONDAY, the 27th inst., at 1 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Godowns, and all Goods remaining undelivered on SATURDAY, the 1st June, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before SATURDAY, the 8th June, otherwise they will not be recognized.

S. MORIMOTO, Agent. Hongkong, 25th May, 1912. [756]

## AMERICAN AND ORIENTAL LINE.

## NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE," FROM NEW YORK.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that an AVERAGE BOND is LYING AT THE OFFICE OF THE UNDERWRITER FOR SIGNATURE AND A DEPOSIT OF 5 per cent. is to be made before countersigning Bills of Lading and that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 4th June, at 2.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 9th June, or they will not be recognized. No Fire Insurance has been effected.

ARNHOLD, KARBURG & Co., General Agents. Hongkong, 28th May, 1912. [765]

## NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 9.30 A.M.

All Claims must reach us before the 10th June, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

NORDDEUTSCHER LLOYD, MELBOMBER & Co., General Agents. Hongkong, 27th May, 1912. [5]

## ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON to WUCHOW



## GOING HOME.

A HOLIDAY AT HOME AND A WAY  
TO GET THERE THAT'S A HOLIDAY.

## WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

## AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	Tons	Starting	1912
"PERSIA" .....	9,000	" "	TUESDAY, 11th June, at 1 P.M.
"KOREA" .....	18,000	" "	TUESDAY, 18th June, at 1 P.M.
"SIBERIA" .....	18,000	" "	TUESDAY, 2nd July, at 1 P.M.
"CHINA" .....	10,200	" "	TUESDAY, 9th July, at 1 P.M.
"MANCHURIA" .....	27,000	" "	TUESDAY, 16th July, at 1 P.M.
"NILE" .....	11,000	" "	TUESDAY, 30th July, at 1 P.M.
"MONGOLIA" .....	27,000	" "	TUESDAY, 6th Aug., at 1 P.M.
"PERSIA" .....	9,000	" "	TUESDAY, 27th Aug., at 1 P.M.

• INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, Agent.

Telephone No. 141.

**THE BANK LINE LTD.**

REGULAR SERVICE FROM HONGKONG TO  
**VANCOUVER, B.C.**  
**SEATTLE & PORTLAND (Or.),**  
VIA  
**SHANGHAI AND JAPANESE PORTS.**

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
ORTERIC .....	ORTERIC .....
7th June	7th June

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, are most Commodious Accommodations, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

Telephone No. 180. KING'S BUILDING, Praya Central

## ORIENTAL AFRICAN LINE.

### NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIE" ... 3,000 tons ... End of May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG.	PROPOSED SAILINGS.	FROM COLOMBO.
		10th June

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSPORT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers to CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

[42-43-44]

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

FRIDAY, 31st May, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM." 10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

SATURDAY, 1st June, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN." 10 p.m. "HEUNGSHAN." 5 p.m. "KINSHAN."

### HONGKONG-MACAO LINE.

S.S. "SUI TAL," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSIONS TO MACAO.

SUNDAY, 2nd JUNE.

The Company's Steamship

"HEUNGSHAN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 3 p.m., landing at Canton Steamers' Wharf. N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

The Company's Steamship

"SUI AN."

Will make an excursion trip to Macao, leaving Hongkong at 9 a.m. from Wing Lok STREET WHARF, and returning from Macao at 4 p.m. Usual Excursion Fares.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HON-SANG," 457 tons.

Departures from Macao on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamer "LINTAN" and "SANGUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier. [143]



## TOYO KISEN KAISHA

TRANS-PACIFIC

**WESTERN PACIFIC**  
**DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

## TOYO KISEN KAISHA.

Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances, and free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourist Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

6351

## SWEDISH EAST ASIATIC CO., LTD.

### GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	Tons	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CANTON"	6,500	On 29th June.

For Freight and Further Particulars, apply to—

ARTHUR NILSSON & CO.  
YORK BUILDINGS, TOP FLOOR.

40



## PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI ...	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 10th June, 4 P.M.
ZAFIRO ...	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.  
HONGKONG, 24th May, 1912. PHILIPPINES S.S. Co. [13]

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI ...	here	—	JAVA	Second half of May.
TJITAROEM	JAVA	—	JAPAN	Second half of May.
TJIBODAS ...	JAVA	First half of June	SHANGHAI	First half of June.
TJIPANAS ...	JAPAN	First half of June	JAVA	First half of June.
TJILIWONG	JAVA	First half of June	JAPAN	Second half of June.
TJILATJAP.	JAVA	Second half of June	SHANGHAI	First half of July.
TJIMANOEK	JAVA	First half of July	JAPAN	First half of July.
TJIMAH ...	JAVA	Second half of July	SHANGHAI	Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.  
Hongkong, 29th May, 1912.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BUELOW," Capt. H. FORMES.	16,900	{ Saturday, 1st June, at 9 a.m.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"P. E. FRIEDRICH," Capt. E. MALCHOW.	17,000	{ About Thursday, 13th June.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. D. LENZ.	6,000	{ Saturday, 15th June, at 10 a.m.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. BREMER.	6,000	{ About Tuesday, 25th June.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMBIL.	5,000	{ Middle of June.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 31st May, 1912.

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE,  
via SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, at 6 p.m.

TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 4th June, at Daylight. Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste Venice, £50 1st, £35 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.  
S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 30th May.

S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUVA, PORT SAID, on 31st May.

These steamers are fitted with comfortable one class accommodation for saloon passengers, Cheap rates, Hongkong-Trieste, Venice £45, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Back Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 31st May, 1912.

Prinsep's Building. [155]

## THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, & CO.

Head Office for the Far East—16, DES VUEUX ROAD, HONGKONG.  
SHANGHAI: 2-3, FOONCHOW ROAD. YOKOHAMA: 32, WATSE STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED

FOREIGN MONIES exchanged.

729 CHIEF OFFICE—LUDGATE CIRCUS LONDON, E.C.

## WATSON'S OLD BLENDED GLENLIVET WHISKY.

Guaranteed entirely distilled in Scotland and thoroughly matured by age, being shipped from our stocks of Old Whisky in the West Highland Bonded Warehouses, Greenock, Scotland.

A. S. WATSON & Co., Ltd.

ALEXANDRA BUILDINGS.

[538]

## GRACA & CO.

PRINCE ST. (Hongkong Hotel Building),  
Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of BABY DOLLS.

Also for Sale

A few rare Macao provisional Stamps of 1 cent POSTAL, 2 cent and 5 cent surcharged Cut Stamps.

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For Particulars, apply to  
Y. SHIBUYA,  
Manager,  
No. 2, Pedder Street, Hongkong;  
Hongkong, 30th May, 1912. [616]



**PENINSULAR & ORIENTAL**

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SIMLA	Daylight, 3rd June.	Freight and Passage.
SHANGHAI	ARCADIA	About 6th June.	Freight and Passage.
LONDON VIA SUEZ PORTS OF CALL	DELTA	Noon, 8th June.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA	About 17th June.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent

Hongkong, 30th May, 1912.

**CHINA NAVIGATION CO., LD.**

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOI, NINGPO and SHANGHAI	"ICHANG"	On 1st June, 4 P.M.
SHANGHAI	"LINAN"	On 1st June, 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 4th June, 4 P.M.
HAIPHONG	"SINGAN"	On 6th June, 9 A.M.
SHANGHAI	"CHINHUA"	On 6th June, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 8th June, 4 P.M.
SHANGHAI	"ANHUI"	On 8th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.  
"CHENGTAI" and "SANDU".  
AUSTRALIAN STEAMERS' superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".  
Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS  
"ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.  
REDUCED FARES—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—  
HONGKONG, 31st May, 1912.

BUTTERFIELD &amp; SWIRE

AGENTS

**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
**SWATOW, AMOI AND FOOCHOW**AND RETURN.  
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHONG"	Capt. W. C. Passmore	FRIDAY, 31st May, at 11 A.M.
"HAIYAN"	Capt. J. S. Bouch	TUESDAY, 4th June, at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 7th June, at 11 A.M.

FOR **SWATOW** AND RETURN.  
(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 2nd June, at 10 A.M.  
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).  
During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—  
DOUGLAS, LAURENCE & Co.,  
GENERAL MANAGERS.

Hongkong, 30th May, 1912.

**HAMBURG-AMERIKA LINIE.**

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA".  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SEGOVIA ... 6th June.	S.S. SITHONIA ... 2nd June.
S.S. SILESIA ... 20th June.	S.S. SCANDIA ... 5th June.
S.S. FUERST BUELOW 27th June.	S.S. ANDALUSIA ... 13th June.
	S.S. ROTTERDAM HAMBURG & ANTWERP: 19th June.
	For MARSEILLES, HAVRE & HAMBURG: 23rd June.
	For ROTTERDAM, HAMBURG & ANTWERP: 29th June.
	S.S. BADENIA ... 29th June.
	For HAVRE, BREMEN & HAMBURG: 2nd July.
	S.S. ALESIA ... 2nd July.

For Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

**THE EASTERN & AUSTRALIAN**

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA:	LEAVE HONGKONG FOR AUSTRALIA:
ALDENHAM	On 31st May.	On 6th June.
EMPIRE	On 22nd June.	On 22nd June.
ST. ALBANS	On 29th June.	On 29th June.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars apply to—  
GIBB, LIVINGSTON & Co.,  
AGENTS.

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**TOYO KISEN KAISHA.**IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU  
TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
TENYO MARU	E. Bent	TUESDAY, 4th June, NOON.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 4th June, at Noon.

**SOUTH AMERICA LINE.**

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—  
BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

**EST ASIATIQUE FRANCAIS**

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

**TONKIN**

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 6th June, 1912, at 9 A.M.

For Passages and Freight apply to  
P. THOMAS, M.M. Co.'s AGENT.

**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

**TRANS-PACIFIC SERVICE.**

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (GROSS REG.)	LEAVES
VICTORIA, R.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
VICTORIA, R.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco:  
From Manila ... G. \$130.00  
From Nagasaki, Moji, Kobe and Yokohama ... G. \$110.00  
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$100.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMUI VIA SWATOW and AMOI	"DAIGI MARU"	SUNDAY, 2nd June, at Noon.
FOOCHOW VIA SWATOW and AMOI	"KAIJO MARU"	WEDNESDAY, 5th June, at Noon.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

77-7  
S. HIROI,  
MANAGER

**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KITANO MARU Capt. F. E. Cope	9,000	WEDNESDAY, 5th June, at Daylight.
	IYO MARU Capt. R. Taketa	7,000	WEDNESDAY, 19th June, at Daylight.
VICTORIA, R.C. and SEATTLE via KAILUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	KAMAKURA MARU Capt. K. Soyoda	7,000	TUESDAY, 4th June, at 4 P.M.
	TAMBA MARU Capt. S. Wada	7,000	TUESDAY, 18th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th June, at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU Capt. —	5,000	MONDAY, 10th June.
KOBE and YOKOHAMA	TANGO MARU Capt. K. Kawara	8,000	THURSDAY, 6th June.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 5th June, at Noon.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielson	7,000	WEDNESDAY, 5th June.
KOBE	JINSEN MARU Capt. Machida	4,000	MONDAY, 3rd June.

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only

**NEW LINE OF STEAMERS**

BETWEEN

**KOBE & CALCUTTA.**

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"HIROSHIMA MARU," 4,000 tons, Capt. Hirase, Saturday, 1st June.  
"MIKE MARU," 4,000 tons, Capt. Yoshikawa, Saturday, 15th June.

**REDUCED SUMMER RATES**

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.  
SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

112-13-656

**PENINSULAR & ORIENTAL**

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR  
**MARSEILLES AND LONDON**

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DELTA	8000 June 8	MACEDONIA 10500	July 6	July 12
ARCADIA	7000 June 22	MOREA 11000	July 20	July 26
ASSAYE	7500 July 6	MARMORA 10000	Aug. 4	Aug. 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £105.14 RETURN.

2nd SALOON £43.10 SINGLE £67.14 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

**LONDON**

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	about June 12	about July 27
NORE	about June 25	about August 10
SIMLA	about July 10	about August 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.10 SINGLE £82.10 RETURN.

2nd SALOON £33.10 SINGLE £50.10 RETURN.

For further Particulars, apply to—

H. W. D. SHALLARD,  
Acting Superintendent

1086



**GRAETZIN** metal filament  
Lamp.

**REDUCED PRICE:**  
**75 cents**

for 16, 25, 32 and 50 C.P.  
REBATES TO RETAILERS.

OBTAINABLE FROM—  
**HUGO C. A. FROMM.**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 31st May, 1912.



**FELT-HATS**

of the **BERLIN GUBENER  
HUTFABRIK, GUBEN,**

had an enormous success last year and orders for the  
NEXT SEASON are booked NOW.  
Apply to the General Agent for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 31st May, 1912.



OBTAINABLE FROM—  
**THE SINCERE CO., LTD.,**  
SUB-AGENT FOR HONGKONG.  
Hongkong, 31st May, 1912.

**POST OFFICE NOTICE**

Only fully prepaid Letters and Post Cards are transmissible  
by the SIBERIAN ROUTE TO EUR. PE.  
Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present  
suspended—Hupeh and Hunan.  
The Bulow, with the Siberian Mail, is due to arrive here to-day.

FOR	PER	DATE
Hohow and Siam	Hatard	Friday, 31st, 10.00 A.M.
Saratow, Amoy, Formosa and Foochow	Hutchins	Friday, 31st, 10.00 A.M.
Straits, Ceylon and India via Tuticorin	E. F. Ferdinand	Friday, 31st, 11.00 A.M.
Fort Bayard	Chongsoo	Friday, 31st, 11.00 A.M.
Macao	Sui Tai	Friday, 31st, 1.15 P.M.
Amoy and Formosa	Ichang	Friday, 31st, 3.00 P.M.

STRAITS, BURMAH, CEYLON, ADELAIDE,  
WESTERN AUSTRALIA, INDIA, ADEN,  
EGYPT and EUROPE via NAPLES

FOR	PER	DATE
Hohow	Johannes	Saturday, 1st, 9.00 A.M.
Japan via Kobe	Catherine Apear	Saturday, 1st, 11.00 A.M.
Straits and Burma	Paulka	Saturday, 1st, 11.00 A.M.
Philippine Islands	Yuenang	Saturday, 1st, 1.00 P.M.
Macao	Sui Tai	Saturday, 1st, 1.15 P.M.
Straits	Duneric	Saturday, 1st, 2.00 P.M.

SHANGHAI, NORTH CHINA, JAPAN via MOJI,  
UNITED STATES, SOUTH AMERICA and  
CANADA via VANCOUVER  
(EUROPE, via SIBERIA)

FOR	PER	DATE
Shanghai and North China	Linan	Saturday, 1st, 5.00 P.M.
Shanghai and North China	Hanqiang	Saturday, 1st, 5.00 P.M.
Shanghai, North China and Japan via MOJI	Sima	Sunday, 2nd, 9.00 A.M.
Saratow, Amoy and Tamsui	Daigi Maru	Sunday, 2nd, 9.00 A.M.
Saratow	Haimun	Sunday, 2nd, 11.00 A.M.
Tientsin	Chapshing	Monday, 3rd, 5.00 P.M.
Shanghai and North China	Africa	Tuesday, 4th, 10.00 A.M.
Saratow, Amoy, Formosa and Foochow	Italian	Tuesday, 4th, 10.00 A.M.

SHANGHAI, NORTH CHINA, JAPAN,  
HONOLULU, UNITED STATES, CANADA,  
and SOUTH AMERICA via SAN  
FRANCISCO  
(EUROPE, via SIBERIA)

FOR	PER	DATE
Straits, and India via Calcutta	Dilwara	Tuesday, 4th, 2.00 P.M.
Keelung, Shanghai, North China and Japan via MOJI, Victoria and United States and Seattle	Kamakura Maru	Tuesday, 4th, 3.00 P.M.

**COMMERCIAL.**

**CLOSING QUOTATIONS.**

May 30th.

On LONDON—	
Telegraphic Transfer	2-1/2
Bank Bills, on demand	2-1/4
Bank Bills, at 30 days sight	2-1/4
Bank Bills, at 60 days sight	2-1/4
Credit, at 4 months sight	2-1/4
Documentary Bills at 4 months sight	2-1/4
On PARIS—	
Bank Bills, on demand	253
Credit, at 4 months sight	257 1/2
On GERMANY—	
On demand	265 1/2
On NEW YORK—	
Bank Bills, on demand	48 1/2
Credit, at 60 days sight	49 1/2
On BOMBAY—	
Telegraphic Transfer	149 1/2
Bank, on demand	150
On CALCUTTA—	
Telegraphic Transfer	149 1/2
Bank, on demand	150
On SHANGHAI—	
Bank, at sight	72 1/2
Bank, 30 days sight	73 1/2
On YOKOHAMA—	
On demand	98 1/2
On MANILA—	
On demand—Pescos	98 1/2
On SINGAPORE—	
On demand	120 1/2
On BATAVIA—	
On demand	120 1/2
On HANKOW—	
On demand	7 1/2 P.M.
On HONGKONG—	
On demand	75 1/2
Swanwick, Bank's Buying Rate	\$9.90
GOLD LEAF, 100 fine, per tael	\$51.80
SAR SHIVES, per oz.	28 1/2

**SUBSIDIARY COINS.**

Chinese	20 cents piece	per cent
Chinese	10 "	\$7.95 discount.
Hongkong	20 "	18.45 "
Hongkong	10 "	16.40 "

**MAILS VIA SIBERIA.**

London	Shanghai
May 11th.	May 28th.

**SHARE LIST—QUOTATIONS.**

HONGKONG, MAY 30th, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$845
China Bank Corporation, Limited	60,000	\$12	all	\$10, x. div. sel.
China Light and Power Company, Limited	50,000	\$5	all	\$2.15
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$3.50
<b>COMMERCE.</b>				
Canton Mills	20,000	Tls. 50	all	Tls. 91
Ewo Cotton Spinning & Weaving Co., Ltd.	125,000	\$10	all	\$5
Hongkong Cotton Spinning Co., Ltd.	40,000	\$7 1/2	all	\$22
Dairy Farm Company, Limited	60,000	\$50	all	\$59, buyers
<b>DOCKS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	50,000	\$50	all	\$49, sellers
Hongkong and Whampoa Dock Co., Ltd.	10,000	\$6 1/2	all	\$6 1/2, buyers
New Amoy Dock Co., Limited	55,700	Tls. 100	all	Tls. 54
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 90
Shanghai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	\$4.60
Green Island Cement Co., Limited	60,000	\$10	all	\$23 1/2
Hongkong Electric Co., Limited	12,000	\$50 1/2	all	\$109 1/2, buyers
Hongkong Hotel Company, Limited	15,000	\$10	all	\$7 1/2
Manila Metropole Hotel Limited	50,000	\$25	all	\$212 1/2
Hongkong Ice Company, Limited	60,000	\$10	all	\$19 1/2
Hongkong Rope Manufacturing Co., Limited	15,000	\$10	all	\$7 1/2, buyers
H'kong & South China Steam Fisheries Co., Ltd.	10,000	\$250	all	\$223
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	20,000	\$100	all	\$132
China Fire Insurance Co., Limited	21,000	\$85.33	all	\$100
China Traders Insurance Co., Limited	8,000	\$250	all	\$350, sales
Hongkong Fire Insurance Co., Limited	10,000	\$25	all	\$130, buyers
North-China Insurance Co., Limited	12,000	\$250	all	\$100
Union Insurance Society, Limited	12,000	\$100	all	\$192 1/2, Ex 73
Yangtze Insurance Association, Limited	50,000	\$100	all	\$106
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	150,000	\$10	all	\$8, sellers
Humphreys' Estate and Finance Co., Ltd.	6,000	\$50	all	\$34
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	all	Tls. 88
Shanghai Land Investment Co., Limited	12,500	\$50	all	\$53 1/2, buyers
West Point Building Co., Limited	25,000	Gds. 10	all	Tls. 69, buyers
Maatschappij tot Mijl. Boesch.				
Landbouw exploitatie in Langkat				
<b>MINING.</b>				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21	all	36 1/2, buyers
Trough Mines, Limited	150,000	\$21	all	76 1/2, sales
Maeswood Tin and Rubber Estate Co., Ltd.	715,280	\$21	all	4/9
Ramb Australian Gold Mining Co., Ltd.	200,000	\$21	all	\$3 1/2, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2
Philippine Co., Limited	75,000	\$10	all	\$110
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109
Leeson Sugar Refining Co., Limited	7,000	\$100	all	\$33, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10 1/2
Douglas Steamship Co., Limited	20,000	\$50	all	\$27
Hongkong, Canton & Amoy S.S. Co., Ltd.	80,000	\$15	all	\$26 1/2, L'don
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$5	all	buy, L'don 26 1/2
Shell Transport & Trading Co., Limited	2,500,000	\$21	all	\$114 1/2
Star Ferry Company, Limited	10,000	\$10	all	\$132, bu. x.
South China Morning Post, Limited	10,000	\$10	all	\$119 1/2, div.
Steam Laundry Company, Limited	20,000	\$25	all	\$22
<b>STORIES AND DISPENSARIES.</b>				
Wm. Powell, Limited	1,200	\$10	all	\$25
Watkins, Limited	15,000	\$7	all	\$6 1/2, buyers
A. S. Watson & Co., Limited	10,000	\$10	all	\$3, buyers
Weissmann, Limited	90,000	\$10	all	\$5
Gande Price & Co., Ltd.	3,000	\$10	all	\$15, buyers
Societe des Pulpes et Papeteries du Tonkin	50,000	\$10	all	\$12 1/2, buyers
Hongkong Steel Foundry Co., Ltd.	13,200	\$10	all	\$33
United Asbestos Oriental Agency, Limited	15,000	\$10	all	\$10
Union Waterboat Co., Limited	9,900	\$10	all	\$10
<b>OTHERS.</b>				
Para Rubber in London	100	\$10	all	\$7 1/2, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 757,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SYMTH, Share Brokers

TO-MORROW	OPIMUM
12.15 P.M.—A. S. Watson & Co., Ltd., Twenty-Seventh Annual Ordinary General Meeting at Hongkong Hotel.	May 28th.

FOR	PER	DATE
Shanghai and North China	Linan	Saturday, 1st, 5.00 P.M.

FOR	PER	DATE
Shanghai and North China	Hanqiang	Saturday, 1st, 5.00 P.M.

FOR	PER	DATE
Shanghai, North China and Japan via MOJI	Sima	Sunday, 2nd, 9.00 A.M.

FOR	PER	DATE
Saratow, Amoy and Tamsui	Daigi Maru	Sunday, 2nd, 9.00 A.M.

FOR	PER	DATE
Saratow	Haimun	Sunday, 2nd, 11.00 A.M.

FOR	PER	DATE
Tientsin	Chapshing	Monday, 3rd, 5.00 P.M.

FOR	PER	DATE
Shanghai and North China	Africa	Tuesday, 4th, 10.00 A.M.

FOR	PER	DATE
Saratow, Amoy, Formosa and Foochow	Italian	Tuesday, 4th, 10.00 A.M.



**TELEGRAM**

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